

Welcome

California High-Speed Train Fresno to Bakersfield Section

Informational Workshop

Revised Draft Environmental Impact Report (EIR)/
Supplemental Draft Environmental Impact Statement (EIS)



Revised Draft EIR/Supplemental Draft EIS

- The California High-Speed Rail Authority (Authority) and Federal Railroad Administration (FRA) circulated the **Draft EIR/EIS** for the Fresno to Bakersfield Section to affected local jurisdictions, state and federal agencies, tribes, community organizations, other interest groups, and interested individuals from August 15 to October 13, 2011.
- The Authority and FRA decided in fall 2011 to revise the Draft EIR/EIS to include two alternatives that bypass Hanford to the west, an additional alternative through Bakersfield, station options to serve the Kings-Tulare region, and refinements to the existing Fresno to Bakersfield alternative alignments.
- The **Revised Draft EIR/Supplemental Draft EIS** evaluates **three additional alternatives**. The design drawings that support the alternatives' descriptions are included as Volume III (Alignments and Other Plans) of the EIR/EIS.
- The **Revised Draft EIR/Supplemental Draft EIS** analyzes the environmental impacts for the Fresno to Bakersfield Section of the high-speed train (HST) system, including alternatives, direct and indirect impacts, cumulative impacts, secondary effects, and mitigation measures.

Purpose of the Workshop:

- **Inform** the public of the Revised Draft EIR/Supplemental Draft EIS release and public comment period.
- **Educate** the public on the environmental review process, how to navigate the document, and ways to submit a comment on the Revised Draft EIR/Supplemental Draft EIS.

What the Workshop will not do:

- Will **not** debate the contents of the Revised Draft EIR/Supplemental Draft EIS.
- Will **not** provide responses to comments on the Revised Draft EIR/Supplemental Draft EIS.

How to Comment on the Revised Draft EIR/ Supplemental Draft EIS

A formal 60-day public comment period began on July 20 and continues through September 20, 2012 and is intended to allow the public to submit comments. There are several ways to provide comments:

- **California High-Speed Rail Authority website:**
www.cahighspeedrail.ca.gov
- **E-mail:**
Fresno_Bakersfield@hsr.ca.gov with the subject line: "Revised Draft EIR/Supplemental Draft EIS Comment"
- **Mail:**
"Fresno to Bakersfield Revised Draft EIR/ Supplemental Draft EIS"
770 L Street, Suite 800, Sacramento, CA 95814
- **Attend a public hearing:**
Provide written comment or have your comment transcribed by a court reporter.

The comment period is from July 20 - September 20, 2012

Purpose and Need

Statewide

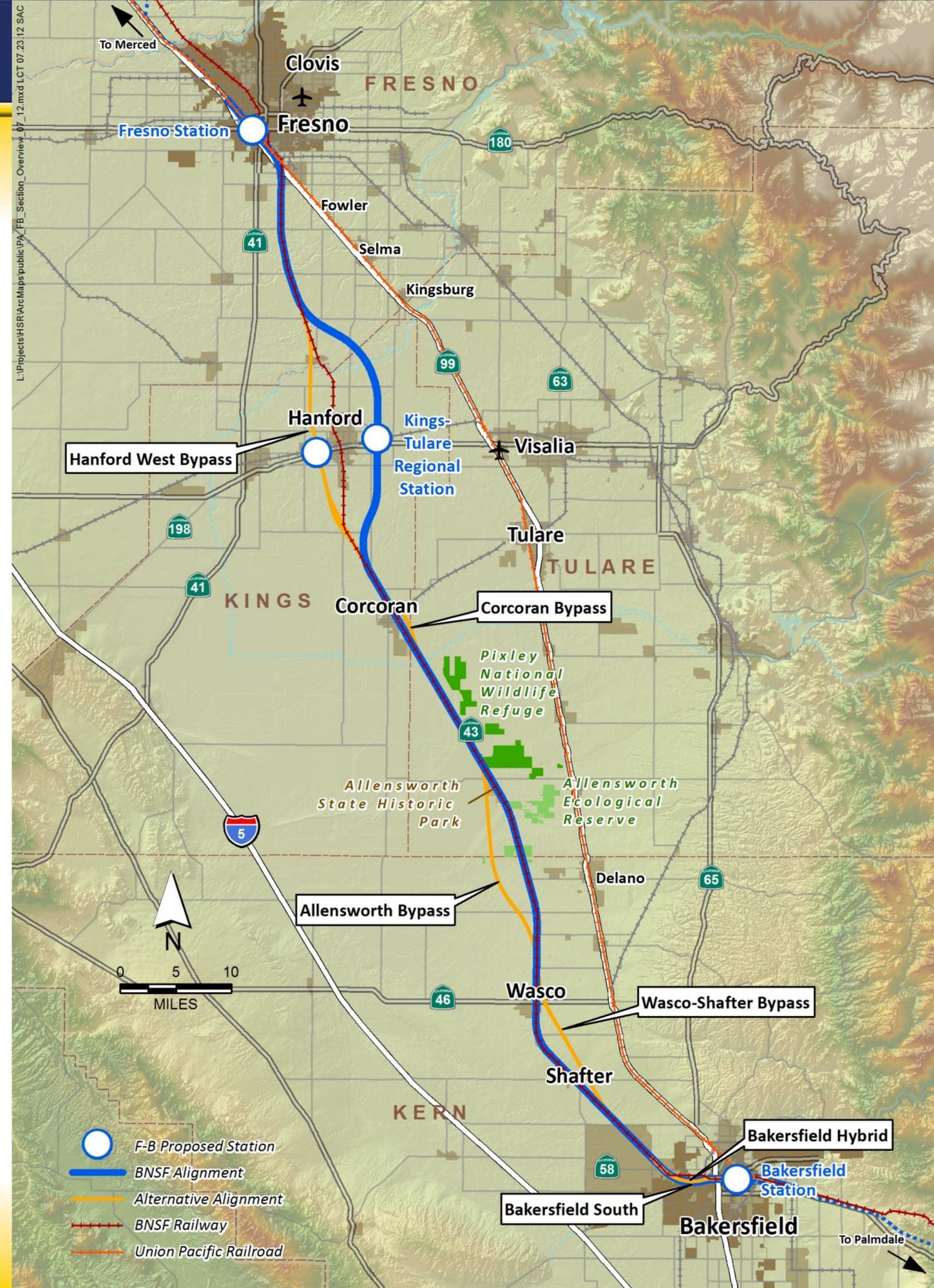
- Provide a reliable high-speed electrified train system that links major metropolitan areas of the state and delivers predictable and consistent travel times.
- Provide an interface with commercial airports, mass transit, and the highway network, and to relieve capacity constraints of the existing transportation system as increases in intercity travel demand in California occur, in a manner sensitive to and protective of California's unique natural resources.

Fresno to Bakersfield

- Provide the public with electric-powered high-speed rail service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit, and the highway network in the south San Joaquin Valley and connects the northern and southern portions of the system.

High-Speed Train in the Central Valley

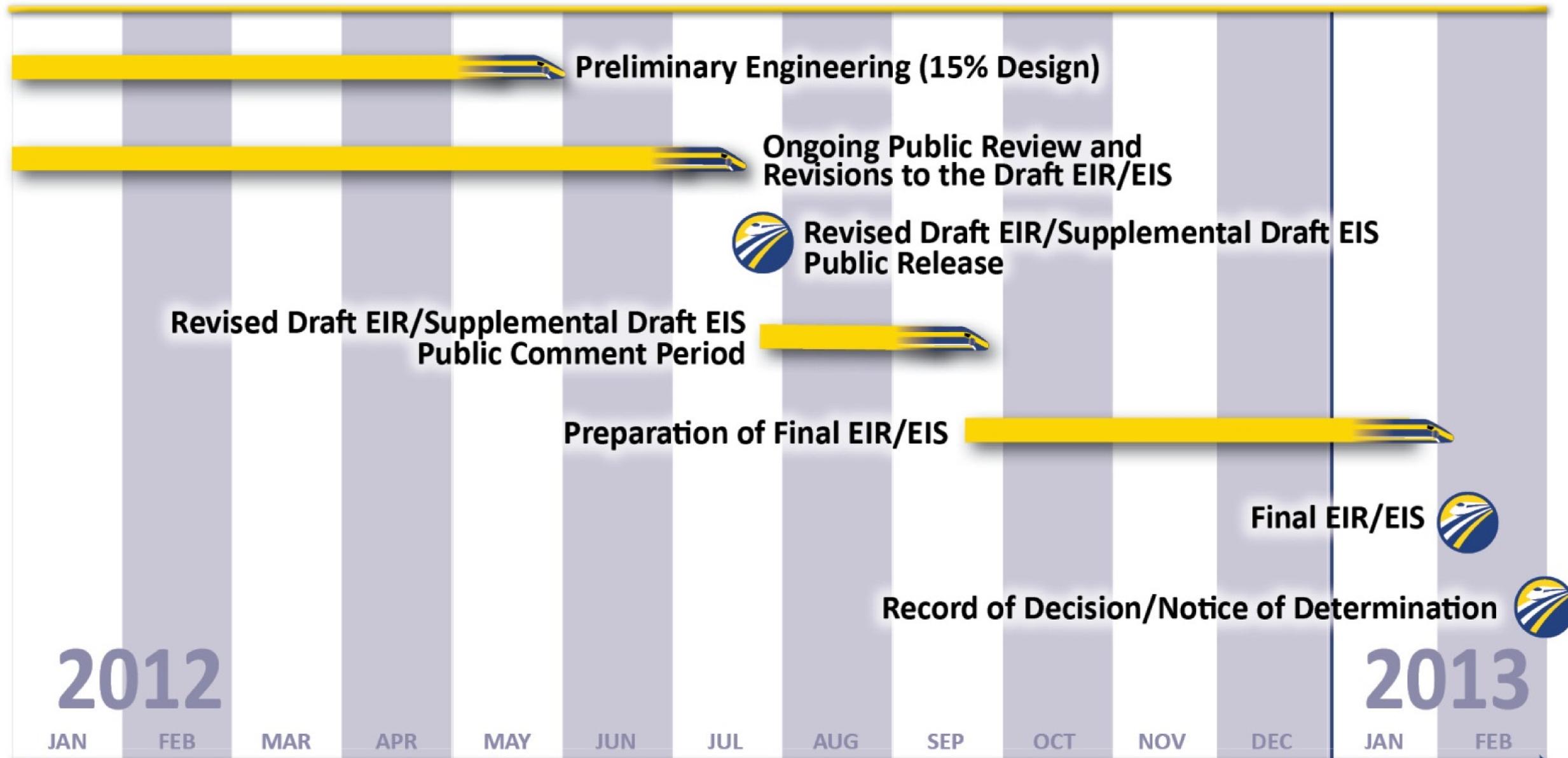
- **Fresno to Bakersfield Section**
 - 114 miles from Fresno to Bakersfield; part of 800-mile statewide system.
 - Fresno to Bakersfield section selected as part of the first phase of construction.
- **Station Locations**
 - Stations in Fresno, Bakersfield, and proposed in the Hanford area, serving the Kings and Tulare region.
- **Local Benefits**
 - **Job Opportunities** — Construction of the initial Central Valley section is expected to create 100,000 job-years of employment over the 5-year construction period.
 - **Environmentally Responsible** — High-Speed Train uses only one-third the energy of airplanes and one-fifth the energy of the family car, resulting in improved air quality.



Project-Wide High-Speed Train Benefits Compared to the No Project Alternative:

- Alleviates the need to spend more than \$100 billion building new freeway lanes, airport runways and departure gates to meet the transportation needs of a growing population
- Reduces daily automobile miles travelled and therefore reduces related fuel consumption, congestion and air pollution
- Provides an alternative to commercial air travel within California, reducing air travel miles and related fuel consumption and pollution
- Provides the safest most reliable form of transportation, and improves travel times compared to automobile travel and some air travel within California
- Encourages high-density transit-oriented development, revitalizing downtown areas
- Discourages urban sprawl and reduces demand on conversion of agricultural lands to urban areas

Schedule



Schedule subject to change.

Ongoing Community & Agency Information Meetings and Communications

The Environmental Review Process

Environmental Impact Report/Environmental Impact Statement (EIR/EIS)



The Environmental Review Process

The Environmental Review Process and planning activities associated with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA):

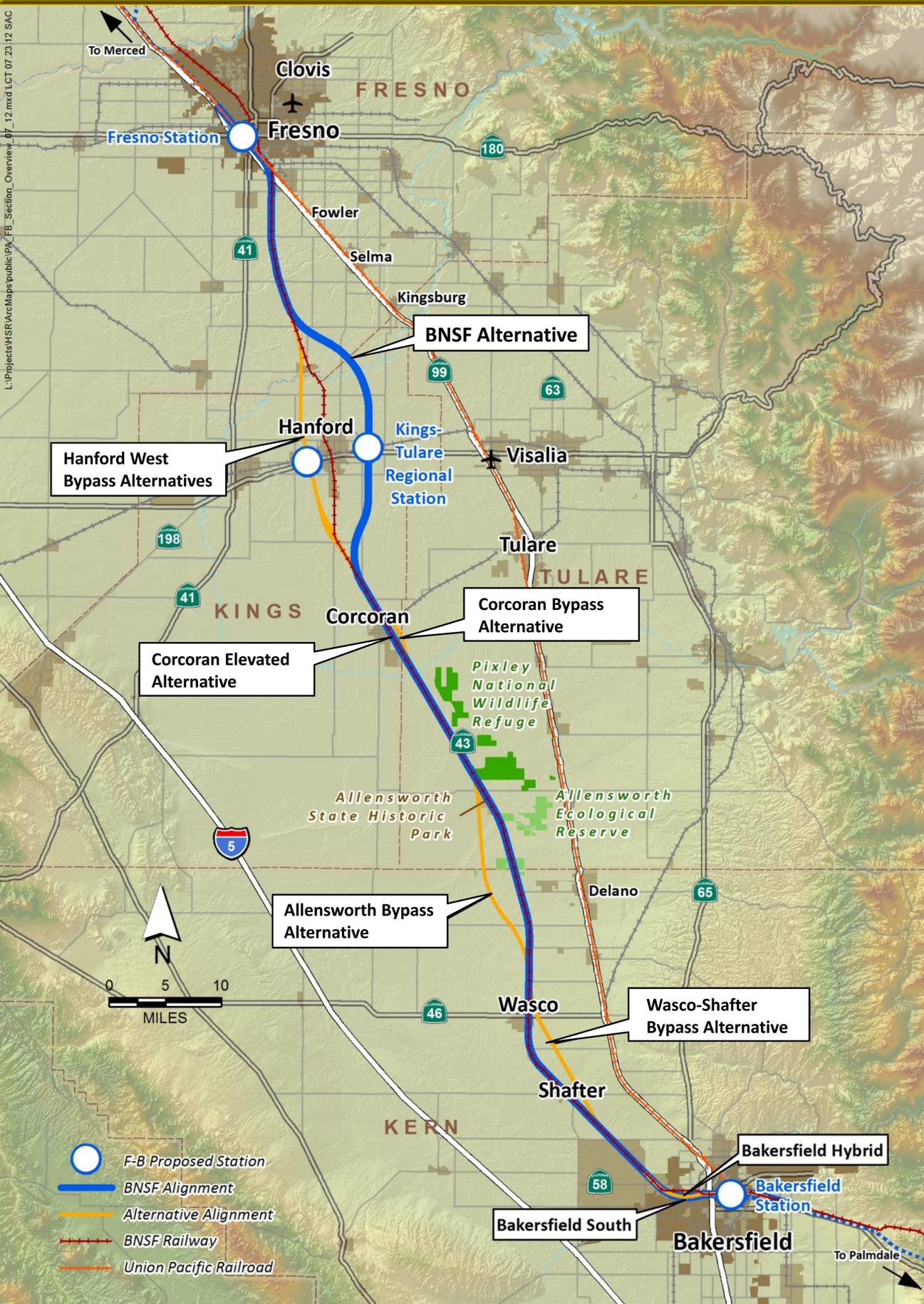
- **Identify** environmental impacts
- **Evaluate** reasonable alternatives that could avoid or minimize environmental impacts
- **Develop** mitigation (ways to reduce or avoid environmental impacts)
- **Provide** information for public review and comment
- **Disclose** to decision makers the impacts, mitigation, and public comments



Affected Environment

The EIR/EIS evaluates the effects of the proposed High-Speed Train project on both the natural (biological) and human environment. This evaluation addresses impacts to, among others:

- Transportation
- Air Quality and Global Climate Change
- Noise and Vibration
- Electromagnetic Fields and Electromagnetic Interference
- Public Utilities and Energy
- Biological Resources and Wetlands
- Hydrology and Water Resources
- Geology, Soils, and Seismicity
- Hazardous Materials and Wastes
- Safety and Security
- Socioeconomics, Communities, and Environmental Justice
- Station Planning, Land Use, and Development
- Agricultural Land
- Parks, Recreation, and Open Space
- Aesthetics and Visual Quality
- Cultural and Paleontological Resources
- Regional Growth
- Cumulative Impacts



Chapter 2: Alternatives

- HST Project Background
- Fresno to Bakersfield HST Project Background
- Potential Train Vehicle Types
- Proposed Station Locations and Footprint
- Infrastructure Components
- Power Substations
- Alignment Alternatives
- Potential Heavy Maintenance Facility Locations

The Revised Draft EIR/Supplemental Draft EIS Evaluates 9 Alignment Alternatives:

- Burlington Northern Santa Fe Alternative (BNSF)
- Hanford West Bypass 1
 - At-Grade Alternative
 - Below-Grade Alternative
- Hanford West Bypass 2
 - At-Grade Alternative
 - Below-Grade Alternative
- Corcoran Elevated Alternative (West BNSF)
- Corcoran Bypass Alternative
- Allensworth Bypass Alternative
- Wasco-Shafter Bypass Alternative
- Bakersfield South Alternative
- Bakersfield Hybrid Alternative

These alternatives make up 72 possible alignment combinations

Chapter 2: Alternatives

9 Alignment Alternatives

The Revised Draft EIR/Supplemental Draft EIS evaluates one end-to-end alignment (described as “BNSF Alternative”) and makes comparisons to 8 alignment alternatives.

Design Option	BNSF ¹	Hanford West Bypass 1		Hanford West Bypass 2		Corcoran Elevated	Corcoran Bypass	Allensworth Bypass	Wasco-Shafter Bypass	Bakersfield South	Bakersfield Hybrid
		At-Grade	Below-Grade	At-Grade	Below-Grade						
Total Length ² (linear miles)	117	28 (30)	28 (30)	28 (30)	28 (30)	10 (10)	10 (10)	21 (21)	21 (22)	12 (12)	12 (12)
At-grade Profile ² (linear miles)	87	24 (24)	21 (24)	22 (24)	19 (24)	3 (5)	6 (5)	18 (19)	18 (15)	3 (3)	3 (3)
Elevated Profile ² (linear miles) (including Retained Fill)	30	4 (6)	4 (6)	6 (6)	6 (6)	7 (5)	4 (5)	3 (2)	3 (7)	9 (9)	9 (9)
Below-grade Profile ² (linear miles)	0.1	0 (0)	3 (0)	0 (0)	3 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
Number of Railroad Crossings	9	1 (1)	1 (1)	1 (1)	1 (1)	8 (1)	1 (1)	1 (1)	1 (1)	3 (2)	3 (2)
Number of Major Water Crossings	7	3 (4)	3 (4)	3 (4)	3 (4)	0 (0)	2 (2)	0 (0)	1 (1)	1 (1)	1 (1)
Number of Road Crossings	188	29 (34)	29 (34)	29 (34)	29 (34)	11 (10)	12 (10)	9 (9)	30 (22)	48 (56)	54 (56)
Approximate Number of Roadway Closures ³	45	5 (6)	5 (6)	5 (6)	5 (6)	2 (2)	7 (2)	3 (3)	18 (4)	3 (5)	10 (5)
Number of Roadway Overcrossings and Undercrossings	53	20 (20)	20 (20)	18 (20)	18 (20)	2 (2)	4 (2)	4 (5)	8 (8)	1 (1)	1 (1)

For a full list of alignment option review section 2.3.3 Summary of Design Features for Alternatives Being Carried Forward

¹ Equivalent numbers for the corresponding segment of the BNSF Alternative are presented in parenthesis.

² Lengths shown are based on equivalent dual-track alignments. For example, the length of single-track elevated structure will be divided by a factor of 2 to convert to dual-track equivalents.

³ Includes public and private road closures.

Proposed Fresno Station

Two alternative sites are under consideration in Fresno:

Fresno Station—Mariposa Alternative

(Alternative Selected in the Merced to Fresno Final EIR/EIS)

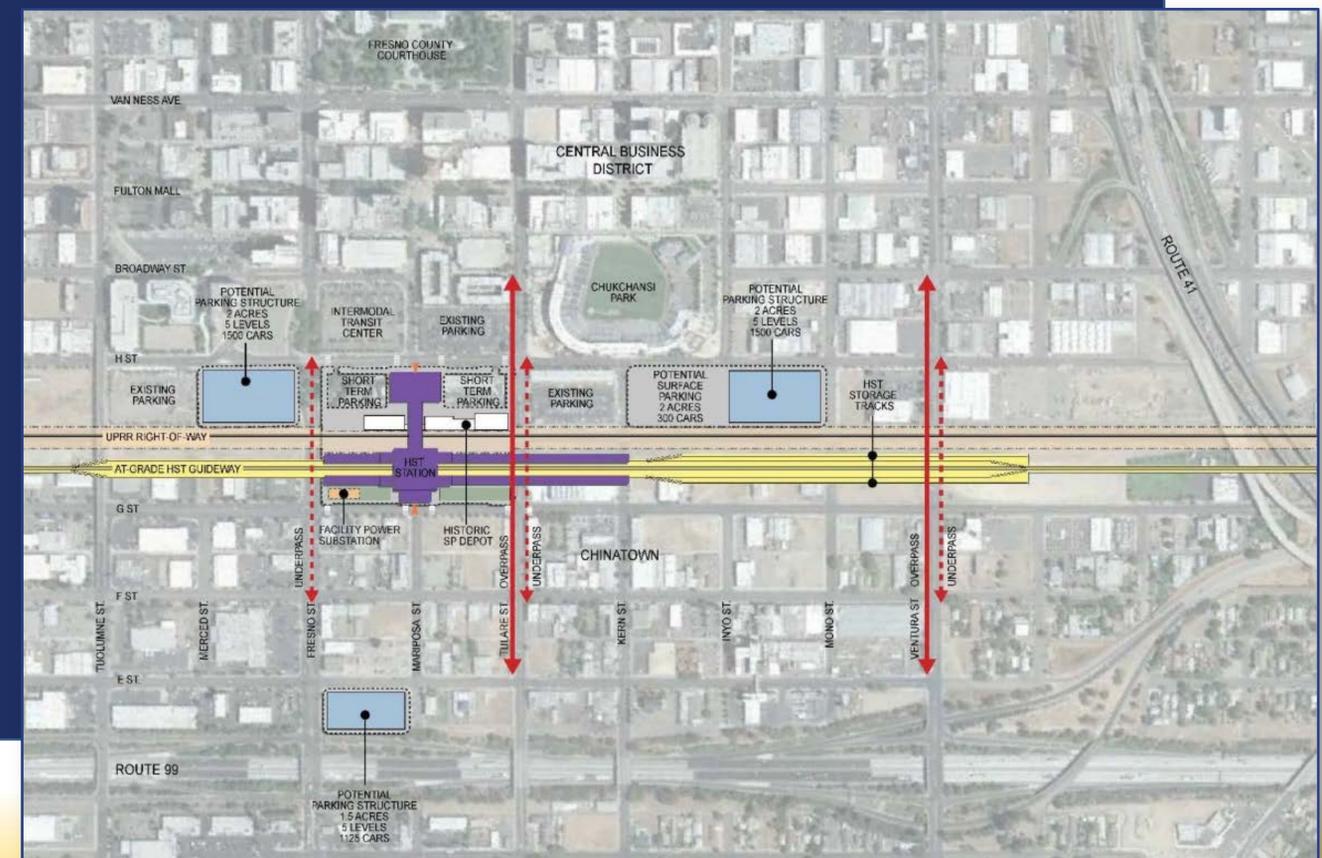
Located in downtown Fresno, less than half a mile east of State Route (SR) 99 on the BNSF Alternative. The station would be centered on Mariposa Street and bordered by Fresno Street on the north, Tulare Street on the south, H Street on the east, and G Street on the west.



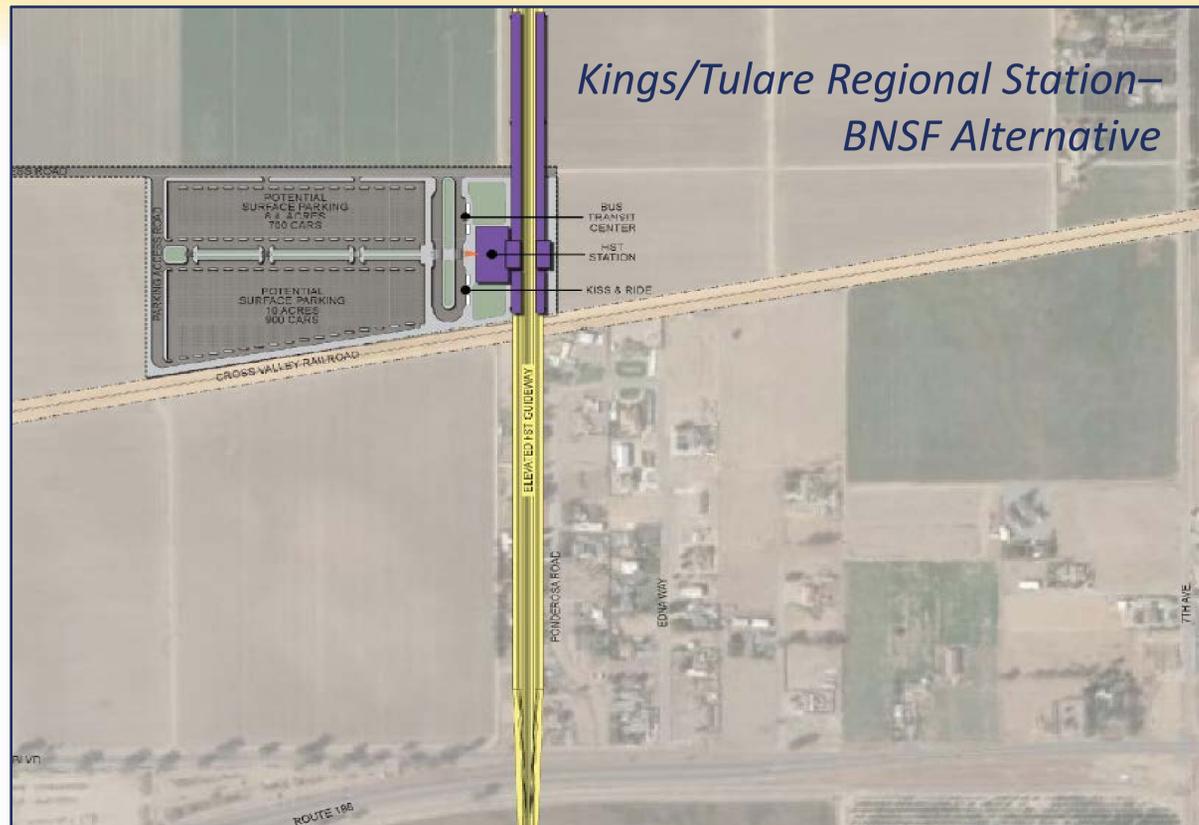
Mariposa Station Alternative

The Fresno Station—Kern Alternative

Similarly situated in downtown Fresno and would be located on the BNSF Alternative, centered on Kern Street between Tulare Street and Inyo Street.



Proposed Kings/Tulare Station Alternatives



Two alternative sites are under consideration for the potential Kings/Tulare Regional Station.

Kings/Tulare Regional Station—East Alternative

The potential Kings/Tulare Regional Station—East Alternative would be located east of SR 43 (Avenue 8) and north of the San Joaquin Valley Railroad on the BNSF Alternative.



Kings/Tulare Regional Station—West Alternative

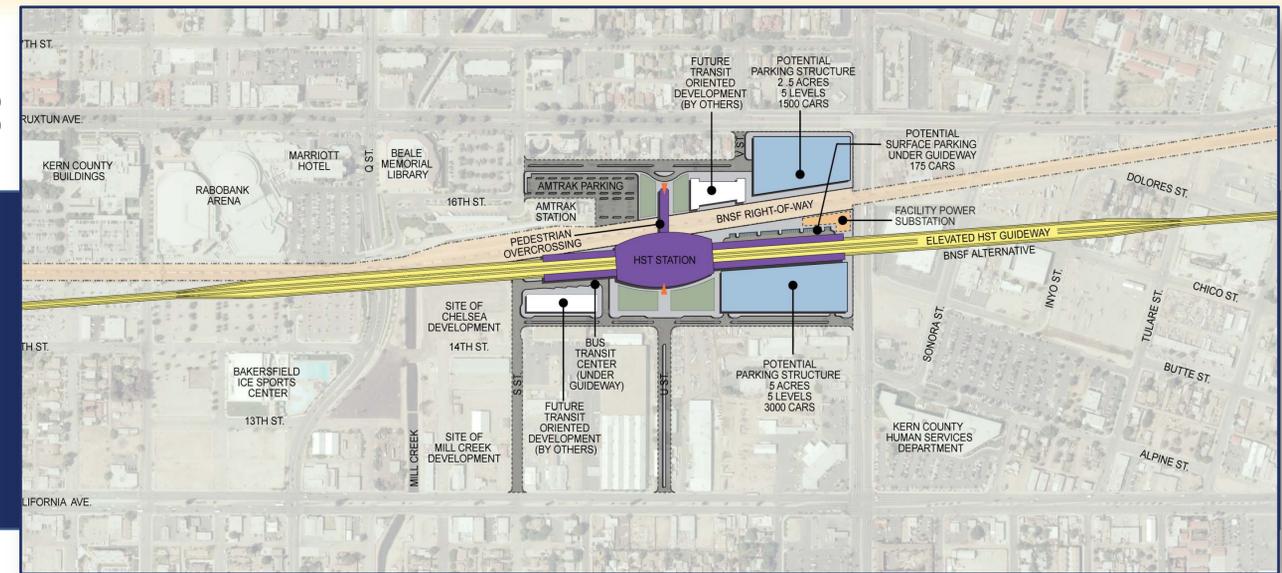
The potential Kings/Tulare Regional Station—West Alternative would be located east of 13th Avenue and north of the San Joaquin Valley Railroad on the Hanford West Bypass 1 and 2 alternatives. The station would be located either at-grade or below-grade depending on which Hanford West Bypass alignment design option is chosen.

Proposed Bakersfield Station

Three alternative sites are under consideration:

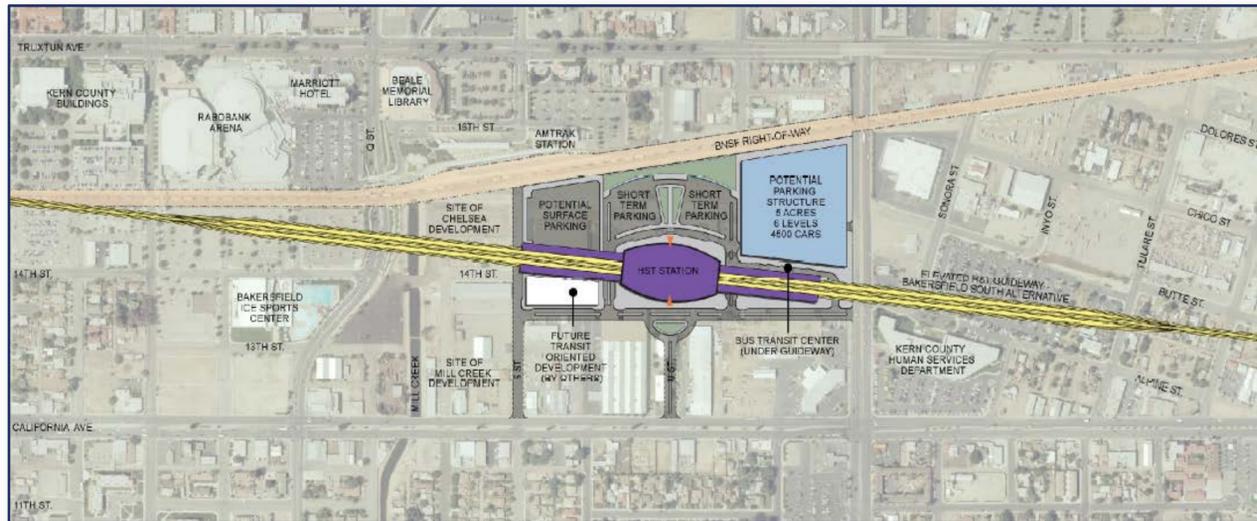
Bakersfield Station—North Alternative

Would be located at the corner of Truxtun and Union Avenue/ SR 204 on the BNSF Alternative.



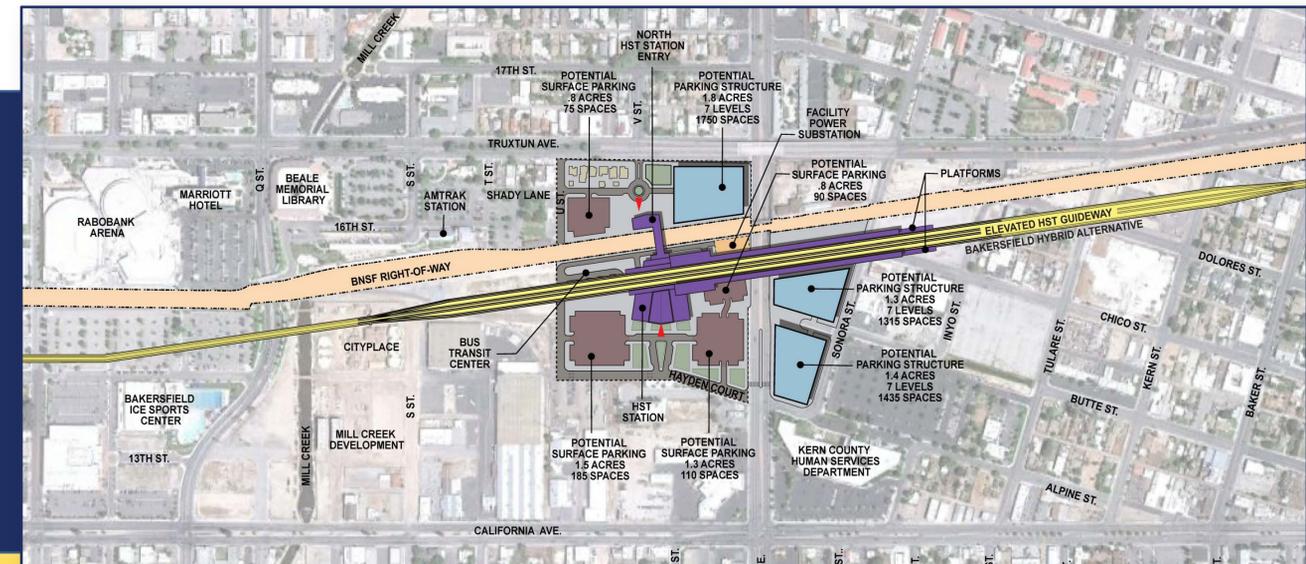
Bakersfield Station—South Alternative

In the same area as the North Station Alternative, but would be situated along Union and California Avenue on the Bakersfield South Alternative, just south of the BNSF Railway right-of-way.



Bakersfield Station - Hybrid Alternative

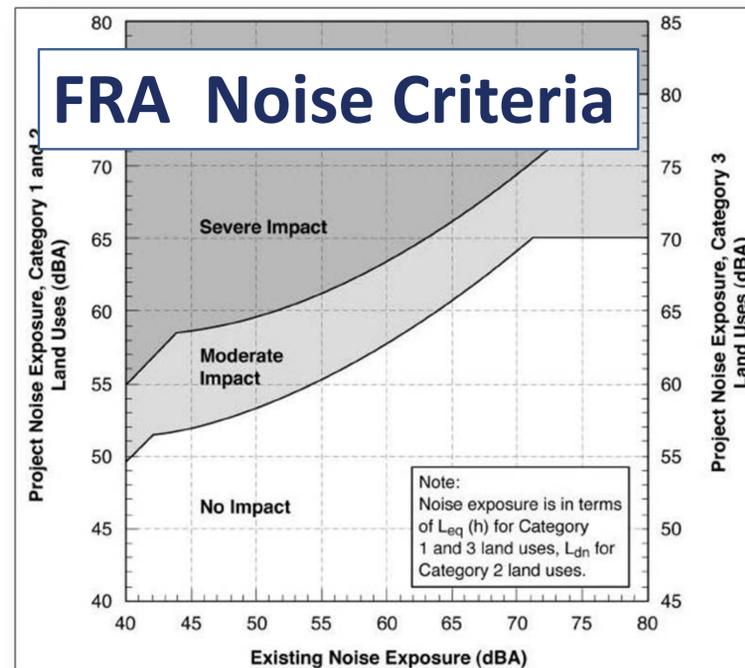
In the same area as the North and South Station alternatives, and would be located at the corner of Truxtun and Union Avenue/SR 204 on the Bakersfield Hybrid Alternative.



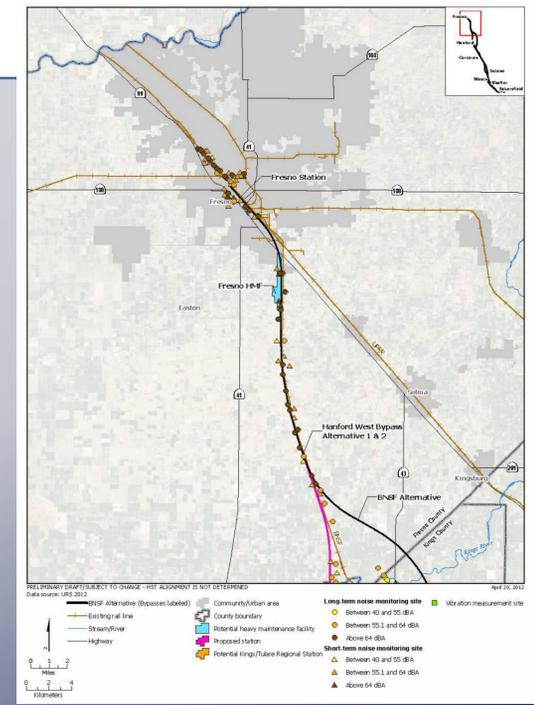
Noise from an HST system is expressed in terms of a “source-path receiver” framework. The “source” generates noise levels that depend on the type of source (e.g., a high-speed train) and its operating characteristics (e.g., speed). The “receiver” is the noise-sensitive land use (e.g., residence, hospital, or school) exposed to noise from the source. In between the source and the receiver is the “path” where the noise is reduced by distance, intervening buildings, and topography.

Chapter 3.4: Noise and Vibration

Measuring Sound: Sound is measured in terms of sound pressure level expressed in decibels (dB). The human ear is less sensitive to higher and lower frequencies than it is to mid-range frequencies. All noise ordinances, and this noise analysis, use the A-weighting system, which measures what humans hear in a more meaningful way because it reduces the sound levels of higher- and lower-frequency sounds—similar to what humans hear. These measures are referred to as dBA.



An example of how sound impacts are shown in the Revised Draft EIR/Supplemental Draft EIS:



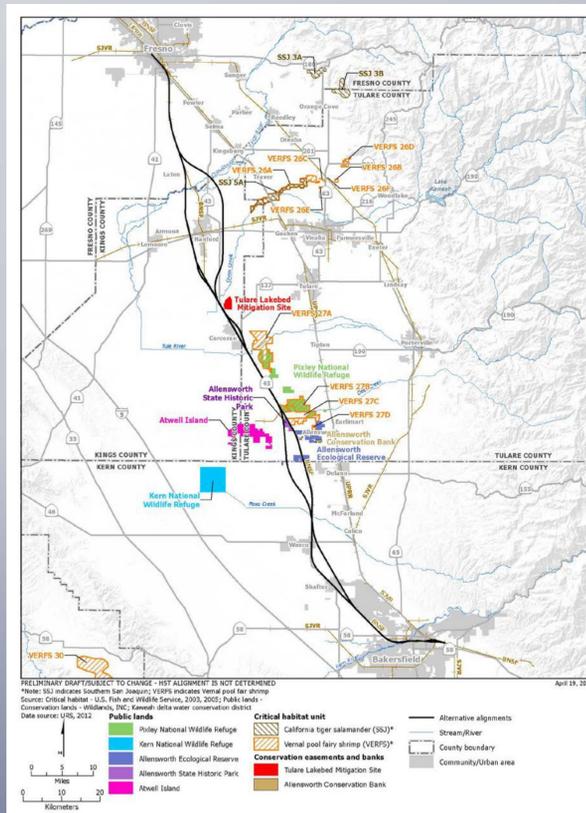
Severe Noise Impact: Under FRA criteria, a severe noise impact is defined on a sliding scale based on the existing noise levels. Lower existing noise levels allow the project to increase the noise levels more, while existing higher noise levels reduces the amount the project can raise the noise level. If existing noise levels are between 80 and 75 dBA, an increase of at least 2 to 3 dBA is a severe impact. If the existing level is 75 to 60 dBA, an increase of at least 3 to 5 dBA is a severe impact. If the existing level is between 60 and 55 dBA, an increase of 5 to 10 dBA is a severe impact. If existing levels are between 50 and 44 dBA, an increase between 10 and 15 dBA is considered a severe impact. For noise levels below 44 dBA, an increase of at least 15 dBA is considered a severe noise impact.

Chapter 3.7: Biological Resources and Wetlands

Biological resources potentially occurring in the study areas were identified through queries of existing databases and agency information.

Project biologists conducted field surveys to determine the presence or absence of biological resources and to document the location of any biological resources through habitat characterization and mapping.

An example of how biological resources and wetlands are shown in the Revised Draft EIR/Supplemental Draft EIS:



“Biological resources” includes special status plant and wildlife species, habitats of concern (including special status plant communities, jurisdictional waters, critical habitat, conservation areas [i.e., Recovery Plan areas for federally listed species, conservation easements, public lands, conservation banks, and Habitat Conservation Plans], and protected trees), and wildlife movement corridors.



Chapter 3.12: Socioeconomics, Communities, and Environmental Justice

This section describes the regulatory setting and the affected environment for **socioeconomics, communities, and environmental justice**; the impacts that would result from the project; and the mitigation measures that would reduce these impacts.

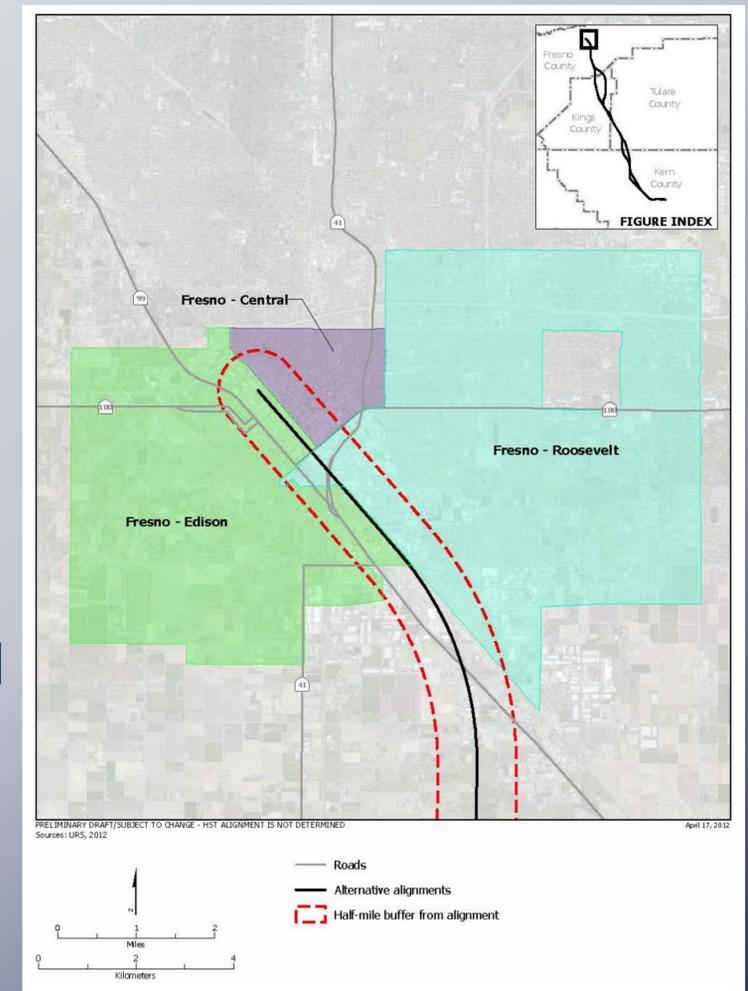
The methodologies used in the analysis for socioeconomic, community, and environmental justice issues included evaluating:

- **Disruption or Division of Established Communities**
- **Relocation of Local Residents and Businesses**
- **Economic Effects**
- **Environmental Justice**



Community Impacts are the effects of a transportation action on a community and its quality of life. Community impacts include all items of importance to people, such as aesthetics, noise and vibration, mobility and access, safety, employment effects, relocation, isolation and other community issues specific to each project.

An example of how community districts/facilities are shown in the Revised Draft EIR/ Supplemental Draft EIS and technical reports.



Chapter 3.12: Socioeconomics, Communities, and Environmental Justice

Communities Affected by Alternative Alignments

Alternative Alignment	Communities
BNSF Alternative	Fresno (Central, Roosevelt, and Edison districts), Hanford, Corcoran, Wasco, Shafter, Bakersfield (Northwest, Central, and Northeast districts), Blanco, Allensworth, Kernell, Pond, Ponderosa, Hamblin, El Rancho, Malaga, and Bowles
Hanford West Bypass 1 Alternative (both at-grade and below-grade)	Laton, Hanford, Grangeville, and Armona
Hanford West Bypass 2 Alternative (both at-grade and below-grade)	Laton, Hanford, Grangeville, and Armona
Corcoran Elevated Alternative	Corcoran
Corcoran Bypass Alternative	Unincorporated Kings and Tulare Counties
Allensworth Bypass Alternative	Unincorporated Tulare and Kern Counties
Wasco-Shafter Bypass Alternative	Unincorporated Kern County
Bakersfield South Alternative	Bakersfield (Northwest, Central, and Northeast Districts)
Bakersfield Hybrid Alternative	Bakersfield (Northwest, Central, and Northeast Districts)
Fresno Station–Mariposa Alternative	Fresno (Central District)
Fresno Station–Kern Alternative	Fresno (Central District)
Kings/Tulare Regional Station–East Alternative	Hanford
Kings/Tulare Regional Station–West Alternative	Hanford and Armona
Bakersfield Station–North Alternative Bakersfield Station–South Alternative Bakersfield Station–Hybrid Alternative	Bakersfield (Central District)
Fresno Works–Fresno HMF Site	Fresno
Kings County–Hanford HMF Site	Hanford
Kern Council of Governments–Wasco HMF Site	Wasco
Kern Council of Governments–Shafter East HMF Site Kern Council of Governments–Shafter West HMF Site	Shafter

HMF – Heavy Maintenance Facility

Chapter 3.14: Agricultural Lands

Important Farmlands Permanently Affected by Each Alternative Alignment in Comparison to the Corresponding Portion of the BNSF Alternative (acres)*

FRESNO COUNTY

County/Important Farmland Classification	Alternative Alignment		
	BNSF Alternative	Hanford West Bypass 1 Alternative	Hanford West Bypass 2 Alternative
Prime Farmland	446	-65	-65
Farmland of Statewide Importance	72	-1	-1
Unique Farmland	135	-58	-58
Farmland of Local Importance	55	2	2
Total	708	-122	-122

TULARE COUNTY

County/Important Farmland Classification	Alternative Alignment			
	BNSF Alternative	Corcoran Elevated Alternative	Corcoran Bypass Alternative	Allensworth Bypass Alternative
Prime Farmland	0	0	0	0
Farmland of Statewide Importance	492	-133	-125	4
Unique Farmland	3	-2	0	2
Farmland of Local Importance	64	0	0	-2
Total	560	-135	-125	3

KINGS COUNTY

County/Important Farmland Classification	Alternative Alignment				
	BNSF Alternative	Hanford West Bypass 1 Alternative	Hanford West Bypass 2 Alternative	Corcoran Elevated Alternative	Corcoran Bypass Alternative
Prime Farmland	262	40	35	-4	-4
Farmland of Statewide Importance	506	-200	-239	-34	51
Unique Farmland	71	48	48	0	2
Farmland of Local Importance	0	1	0	0	0
Total	839	-111	-156	-38	49

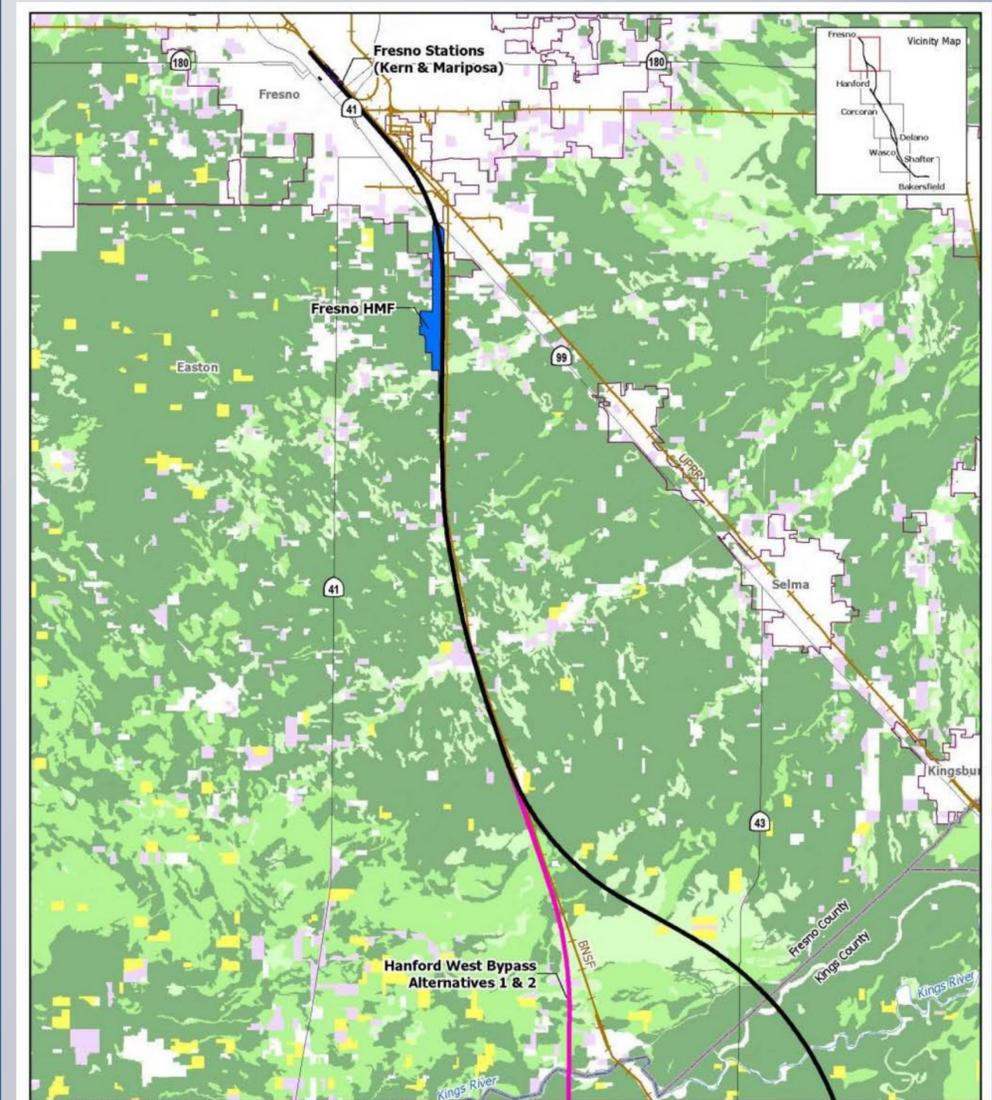
KERN COUNTY

County/Important Farmland Classification	Alternative Alignment		
	BNSF Alternative	Allensworth Bypass Alternative	Wasco-Shafter Bypass Alternative
Prime Farmland	894	-146	-15
Farmland of Statewide Importance	98	56	-1
Unique Farmland	2	4	0
Farmland of Local Importance	0	0	0
Total	995	-86	-16

TOTAL IMPACTS TO ALL COUNTIES BY IMPORTANT FARMLAND CLASSIFICATION

County/Important Farmland Classification	Alternative Alignment								
	BNSF Alternative	Hanford West Bypass 1 Alternative	Hanford West Bypass 2 Alternative	Corcoran Elevated Alternative	Corcoran Bypass Alternative	Allensworth Bypass Alternative	Wasco-Shafter Bypass Alternative	Bakersfield South Alternative	Bakersfield Hybrid Alternative
Prime Farmland	1,602	-24	-29	-4	-4	-146	-15	0	0
Farmland of Statewide Importance	1,169	-201	-240	-151	-74	60	-1	0	0
Unique Farmland	211	-10	-10	0	2	6	0	0	0
Farmland of Local Importance	120	3	2	0	0	-2	0	0	0
Total	3,102	-233	-277	-155	-76	-82	-16	0	0

An example of how Farmland is shown in the Revised Draft EIR/ Supplemental Draft EIS.



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HST ALIGNMENT IS NOT DETERMINED
 Sources: Department of Conservation, State of California, Farmland Mapping and Monitoring Program, 2008-2010
 January 20, 2012

Farmland as defined by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP). FMMP data is for general planning purposes, and has a minimum mapping unit of 10 acres. "Other Important Farmland" includes the following FMMP categories: Farmland of Statewide Importance, Farmland of Local Importance, and Unique Farmland.

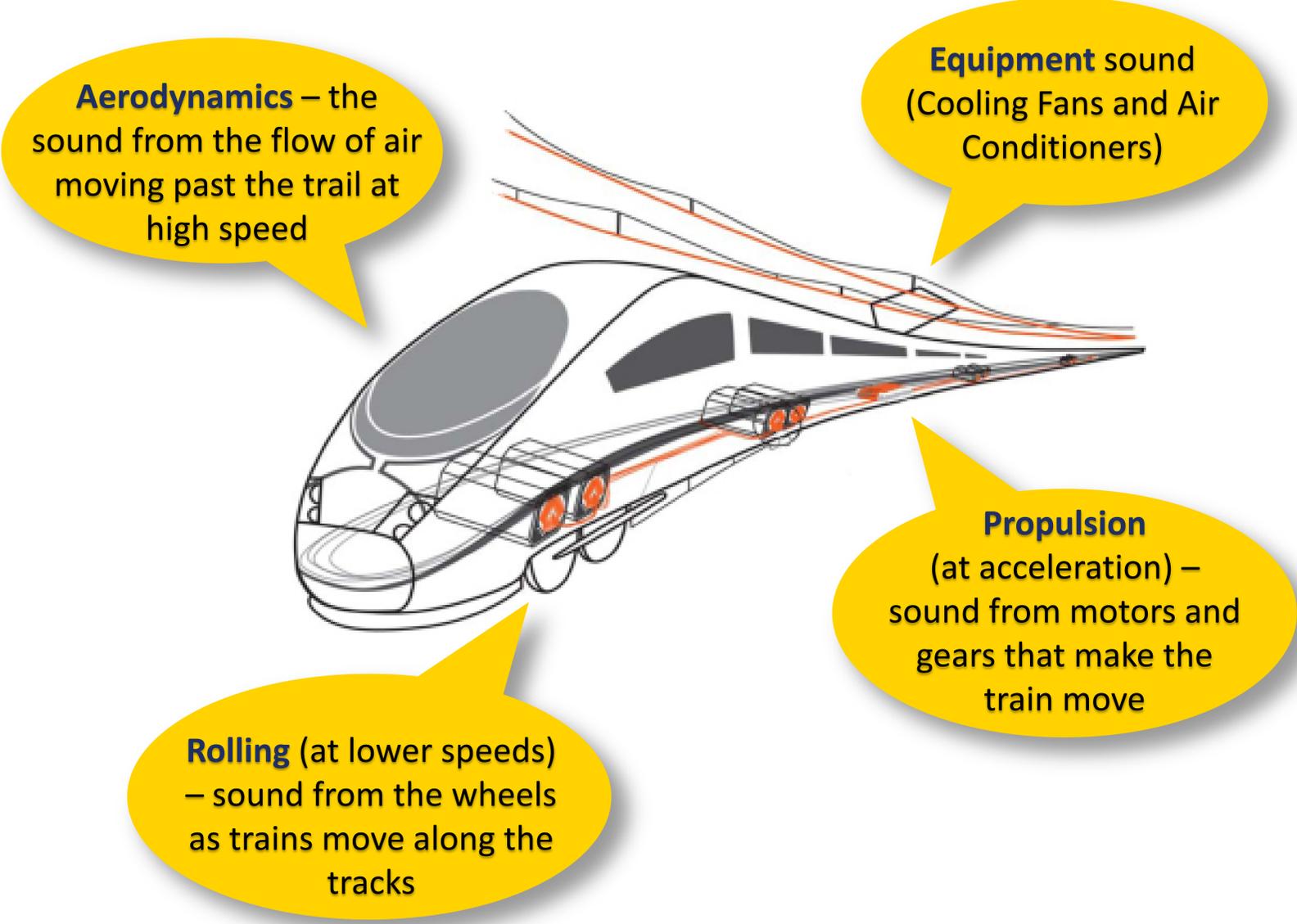
Where to Find Copies of Draft EIR/EIS

Venue	Address
Fresno County Public Library, Central Branch	2420 Mariposa Street, Fresno, CA 93721
Fresno County Public Library, Cedar-Clinton Branch	4150 E. Clinton Street, Fresno, CA 93703
Fresno County Public Library, Clovis Regional Library	1155 Fifth Street, Clovis, CA 93612
Fresno County Public Library, Fig-Garden Branch	3071 W. Bullard Avenue, Fresno, CA 93711
Fresno County Public Library, Mosqueda Community Center	4670 E. Butler Avenue, Fresno, CA 93702
Pinedale Community Center	7170 N. San Pablo Street, Pinedale, CA 93650
Fresno County Public Library, Sunnyside Branch	5566 E. Kings Canyon Road, Fresno, CA 93727
Fresno County Public Library, West Fresno Branch	188 E. California Avenue, Fresno, CA 93706
Fresno County Public Library, Woodward Park Branch	944 E. Perrin Avenue, Fresno, CA 93720
Fresno County Public Library, Laton Branch	6313 DeWoody Street, Laton, CA 93242
City of Fresno - Planning Department	2600 Fresno Street, Fresno, CA 93721
Fresno County - Clerk of the Board	2281 Tulare Street, #301, Fresno, CA 93721
Laton Community Services District	6501 E Latonia Avenue, Laton, CA 93242
Fresno Interdenominational Refugee Ministries (F.I.R.M.)	1940 Fresno Street, Fresno, CA 93703
Ted C. Wills Community Center	770 N. San Pablo, Fresno, CA 93728
Einstein Neighborhood Center	3566 E. Dakota, Fresno, CA 93726
Mary Ella Brown Community Center	1350 E. Annadale, Fresno, CA 93706
Lafayette Neighborhood Center	1516 E. Princeton, Fresno, CA 93704
Dickey Development Center	1515 E. Divisadero, Fresno, CA 93721
Frank H. Ball Community Center	760 Mayor Avenue, Fresno, CA 93724
Senior Resource Center Library	2025 E. Dakota Avenue, Fresno, CA 93726
Kings Community Action Organization	1130 N. 11th Avenue, Hanford, CA 93230
Kings County Library, Corcoran Branch	1001 Chittenden Avenue, Corcoran, CA 93212
Kings County Main Library, Hanford	401 N. Douty Street, Hanford, CA 93230
Kings County Library, Lemoore Branch	457 C Street, Lemoore, CA 93245
Kings County Library, Armona Branch	11115 C Street, Armona, CA 93202
City of Hanford - Planning Department	315-321 North Douty Street, Hanford, CA 93230
City of Corcoran - Planning Department	832 Whitley Avenue, Corcoran, CA 93212
Hanford Adult School	905 Campus Drive, Hanford, CA 93230
High-Speed Rail Hanford Project Office	101 N. Irwin Street, Suite 109, Hanford, CA 93230
Housing Authority of Kings County	670 S. Irwin Street, Hanford, CA 93230
City of Tulare - Planning Department	411 East Kern Avenue, Tulare, CA 93274
City of Visalia - Planning Department	707 W. Acequia Avenue, Visalia, CA 93278
Tulare County Library, Visalia Branch	200 W. Oak Avenue, Visalia, CA 93291
Tulare County Library, Main Branch	475 N. M Street, Tulare, CA 93274
Allensworth Community Services District	3336 Road 84, Allensworth, CA 93219
Allensworth Community Center	8123 Avenue 36, Allensworth, CA 93219
Kern County Library, Baker Branch	1400 Baker Street, Bakersfield, CA 93305
Kern County Library, Beale Memorial Branch	701 Truxtun Avenue, Bakersfield, CA 93301
Kern County Library, Delano Branch	925 10th Avenue, Delano, CA 93215
Kern County Library, Northeast Branch	3725 Columbus Street, Bakersfield, CA 93306
Kern County Library, Shafter Branch	236 James Street, Shafter, CA 93263
Kern County Library, Wasco Branch	1102 7th Street, Wasco, CA 93280
City of Wasco- Planning Department	746 8th Street, Wasco, CA 93280
City of Shafter- Planning Department	336 Pacific Avenue, Shafter, CA 93263
City of Bakersfield- Planning Department	1715 Chester Avenue, Bakersfield, CA 93301
Dr. Martin Luther King, Jr. Community Center	1000 S. Owens Street, Bakersfield, CA 93307
Greenacres Community Center	2014 Calloway Drive, Bakersfield, CA 93312
Shafter Youth Center	455 E. Euclid Avenue, Shafter, CA 93263
Shafter Housing Authority	300 Terra Vista Lane, Shafter, CA 93263
Wasco Housing Authority	750 H Street, Wasco, CA 93280
Community Action Partnership of Kern	300 19th Street, Bakersfield, CA 93301
Richard Prado East Bakersfield Senior Center	2101 Ridge Road, Bakersfield, CA 93305
Sacramento Public Library	828 I Street, Sacramento, CA 95814
California High-Speed Rail Authority	770 L Street, Suite 800, Sacramento, CA 95814

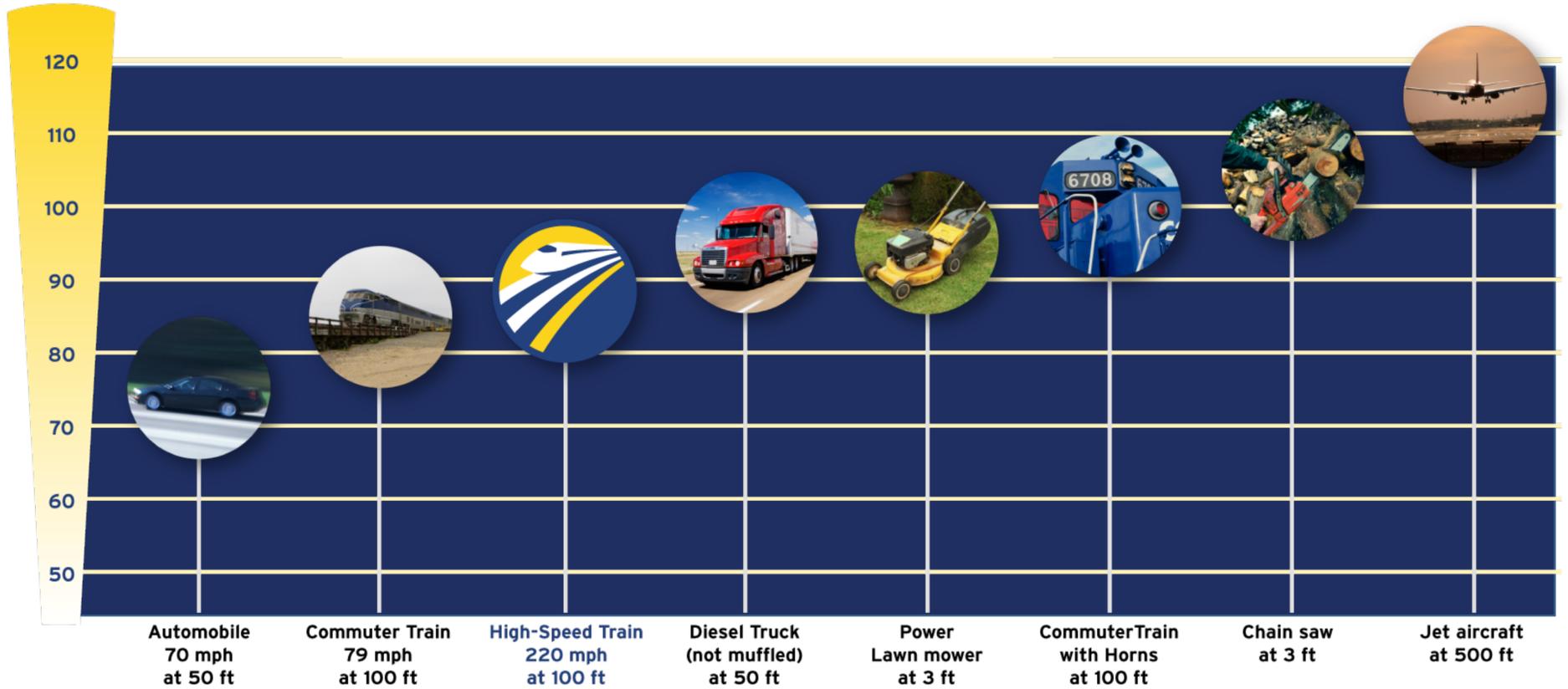
You may also request a copy of the Executive Summary or DVDs for the document by calling 916-679-2341



Noise and Vibration



Maximum level in decibels (single event)



How Does the Sound from High-Speed Trains Measure Up?

Key Chapters of Revised Draft EIR/ Supplemental Draft EIS: Volume I

- 1.0 Project Purpose, Need, and Objectives**
- 2.0 Alternatives**
- 3.0 Affected Environment, Environmental Consequences, and Mitigation Measures**
 - 3.1 Introduction
 - 3.2 Transportation
 - 3.3 Air Quality and Global Climate Change
 - 3.4 Noise and Vibration
 - 3.5 Electromagnetic Fields and electromagnetic Interference
 - 3.6 Public Utilities and Energy
 - 3.7 Biological Resources and Wetlands
 - 3.8 Hydrology and Water Resources
 - 3.9 Geology, Soils, and Seismicity
 - 3.10 Hazardous Materials and Wastes
 - 3.11 Safety and Security
 - 3.12 Socioeconomics, Communities, and Environmental Justice
 - 3.13 Station Planning, Land Use, and Development
 - 3.14 Agricultural Lands
 - 3.15 Parks, Recreation, and Open Space
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